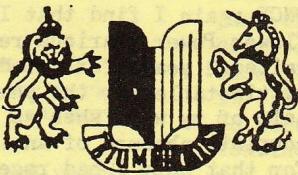
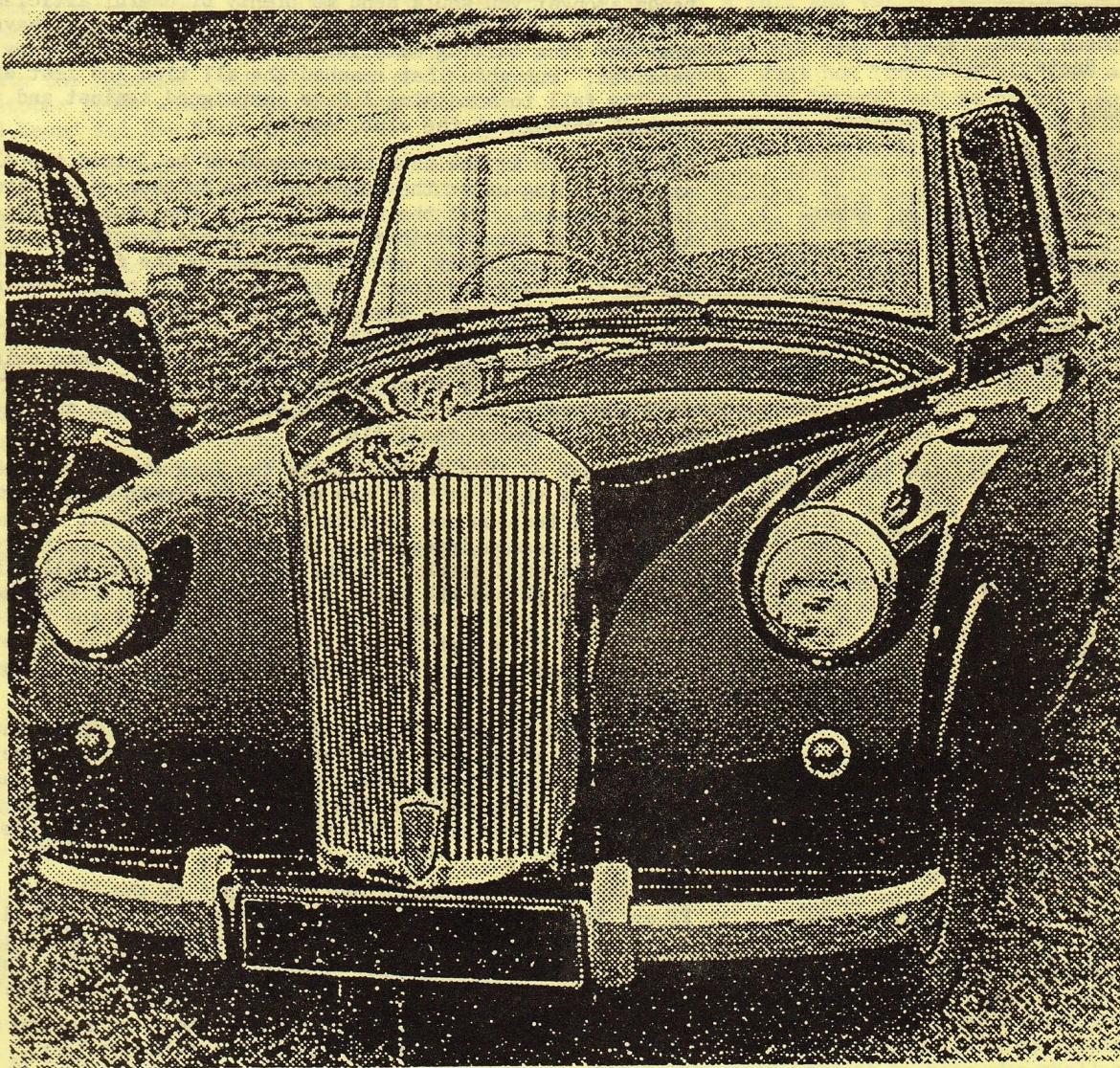


31 MAY  
83



# Flower Power



**TRIUMPH  
MAYFLOWER  
CLUB**

SPRING 1983 ISSUE No. 31

FLOWER POWER ISSUE No. 31SPRING 1983CLUB OFFICIALSCHAIRMAN

PETER BURDGE  
The Limes, Tickenham Hill, Tickenham,  
Clevedon, Avon. BS21 6SW

VICE-CHAIRMAN

ALAN FENTON  
18, Charthouse Road, Ash Vale,  
Aldershot, Hants.

HON GEN & MEM SECRETARY

GUS DEEGAN  
36, Stephens Road, Tadley,  
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HON TREASURER

VACANT

HON RALLY SECRETARY

MALCOLM BATH  
24, Durrell Way, Loughton, Essex.

HON SPARES SECRETARY

REG VARNEY  
32, Mackie Road, Filton,  
Bristol, Avon.

HON S/HAND SPARES SEC

VACANT

HON ARCHIVEST

ALAN FENTON  
18, Charthouse Road, Ash Vale,  
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ORDINARY MEMBER No 1

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6, Old Watling Street, Flamstead,  
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ORDINARY MEMBER No 2

VACANT

FLOWER POWER EDITOR

GUS DEEGAN  
36, Stephens Road, Tadley,  
B/stoke, Hants. RG266 RY.

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WELCOME TO NEW MEMBERS.

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ED's PIECE

ONCE again I find that I must apologise for the lateness of the Flower Power. Various reasons including a stay in Hospital, (I waited 2 years for a bed,) have conspired to completely wreck my timetable for the year. In fact I am typing this with the help of my wife when we should now have been on holiday. The complete absence of an issue at Xmas I do not apologise for. For that copy I had received 1 letter, 1 advert and had only the AGM to report. I felt it would have been a total waste of money to have sent you all 1 sheet of paper.

TWO years ago I started this job with apprehension as I had no previous experience, but on being persuaded that all I had to do was to lay out and edit the mag and as no-one else wanted the task I started with the only thing I had, enthusiasm. I had no technical knowledge of the Mayflower and hoped that those old hands amongst you would send me plenty of useful articles. One article is all I have received during that time.. I have found that far from editing material I have had to print every word I received. But when that reached the all time low last winter I finally fell to something I have campaigned against and yet is general throughout the club, Apathy.

SPARES, which is the main reason most of us joined the club, are flourishing under the guidance of a succession of hard working volunteers. But the social side of the club is dying thro' apathy. For the past three years only one function has been run, our Annual Rally, greatly enjoyed by the few who make the effort to come every year. Attempts to hold other meetings have been still born. Five committee members have left, some eroded by continuous rejection of their efforts. Their places have been left vacant or their tasks doubled up onto existing members. Gradually these members, most of them long-serving, will assuredly leave. With them will go the club and the much wanted spares facilities.

AT the back of this issue will be the long awaited membership list. Look thro' it, and see who your nearest neighbour is, and then I beseech you to make the effort to visit him/her, you have a common interest, a lovely little car worth preserving, it will break down any barriers and you will find an interesting person who might just have a piece of knowledge or idea that you can use. The sight of some of the wonderful cars in the club might just give you the incentive to get to work and restore your old friend to the standard that she deserves.

WOBURN ABBEY is this years venue for our Annual Rally and promises to offer even more family enjoyment than before. The rain we've been having must surely stop by then, so please come along. Whether you like cars, people or places our joint rally with our friends and their Renowns is the place to go on 17th July.

IF any-one has been sufficiently enraged by the absence of the FP and feel that they could take on the task I will willingly handover and wish them sincerely the very best. Until then I shall continue for a time to soldier on and hope that for the keen ones amongst you the FP will not be too disappointing.

JULY 31st is the deadline for any copy that you have to send in as I hope to make up some of the time and issues lost.

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Ed.

## Membership Renewal

PLEASE note that fees have increased to £7 for U.K. members and £8 for overseas members. Also because of a motion passed by the AGM 1982 you now only have two months grace to pay. After that time copies of the FP will not be sent. Because of the lateness of this issue I have extended the time to the end of July, when payed up members will receive their membership cards (finally) with their copies of the summer FP

Gus.

ROBIN BUSSELL  
1954-1983

Robin Bussell, who had been a member of the Club almost since its beginning, and its Secretary during 1978-9, was tragically drowned on Thursday 31st March at the age of 29.

Robin had been a sub-aqua enthusiast for some years and was a skilled and experienced diver. He had recently been doing post-graduate research at the University of Sussex and during the week before Easter was leading a party of some 30 members of the University's Sub-Aqua Club in a diving holiday on the Cornish coast. The party was based at Falmouth and on 31st March he and five others went to the Manacles

Rocks, about three-quarters of a mile off the Eastern side of the Lizard, to explore the wreck of the Mohegan. This was a 7,000 ton Atlantic liner which had run onto the Manacles (with the loss of 106 lives) on 14th October 1898, when it was 36 hours out from London and bound for New York.

The wreck lies at a depth of about 100 feet and Robin went down with two other, less-experienced, divers; Roger Sinnhuber and Debbie Graystone, both students. After about half-an-hour Robin gave the signal that they should return to the surface, but they found difficulty in ascending. Mr Sinnhuber became very short of air and Robin operated his emergency life-jacket inflator; this propelled Mr Sinnhuber to the surface very quickly, and it seems that Robin's action saved his life. When Mr Sinnhuber last saw Robin he was returning to Miss Graystone, but neither of them surfaced. Despite searches by helicopter, rescue boats and professional divers, their bodies have not been recovered, and nobody knows what went wrong.

Robin's loss will be felt deeply by many members of the Club; although he held formal office in the Club for only a comparatively short time, he was never far

from the centre of the Club's activities. His father, Roy Bussell, was (of course) the Club's Chairman and Newsletter Editor during the greater part of the Club's existence. Robin had owned a Mayflower for some time, and he even made what he once referred to as an "epic continental trip" in it - providing material for several comic anecdotes. He attended most Club events and this ubiquity combined with his contributions to "Flower Power" and his lively correspondence with members meant that he became known personally to most of us who have been members for any length of time. It is difficult to accept that we will not see him again to joke with him over his varied (but always less-than-concours) cars. Alas that his fascination with rusty machinery should ultimately prove fatal.

However, Robin's service to the Club was only one facet of a full and varied life in which his exceptional talents found their application in his employments, his studies and his "spare time" enthusiasms. Just how little of his time could properly be called "spare" may be deduced from the fact that most of his correspondence as Club Secretary seemed to have been written in odd moments snatched between work, revision, sleeping, car-repairing and eating. Despite this apparently hectic life, he dealt with the Club's paperwork with an unusual and refreshing combination of thoroughness and light-heartedness, and he would even make time to go out and introduce himself to other Mayflower-owners in his area. His contribution to the well-being of the Club was indeed far-reaching.

Nevertheless, a mere catalogue of Robin's activities cannot adequately portray his personal style and character; those of us who had the pleasure of knowing him will feel all too clearly what has been lost by his death. How much greater must be the loss to his family of an only son who had already achieved much and whose life appeared to promise even more. To Roy, and to Robin's mother and sister, we offer our profound sympathy and the assurance that he will not be forgotten by us.

CHAIRMAN'S LETTER

I OPENED my Dictionary of Quotations hoping to find something appropriate with which to begin this, my first Chairman's Letter in the first issue of Flower Power for 1983, but all I could find was this:

"The first day of spring was once the time for taking the young virgins into the fields, there in dalliance to set an example in fertility for Nature to follow. Now we just set the clock an hour ahead and change the oil in the crankcase." E. B. White. (Who?)

SO, with my crankcase duly replenished, I will give the customary exhortation, urging you all to come to the events mentioned in this magazine and in particular to our annual joint rally with the Triumph Razoredge Owners' Club. Being not greatly given to enthusiasm myself, I can appreciate why most of you do not bother to come to rallies (the agony of missing a Sunday morning lie-in, the privation of missing a cooked Sunday lunch, the length of the journey, the worry about whether the car will make it...). All I can say is that if you once make the effort you are very likely to find the experience enjoyable and you will even look forward to the next one! (the exhilaration of an early start, the pleasure of having a picnic in beautiful surroundings, the enjoyment of passing through an unfamiliar landscape, the delight in driving a rare and reliable car ...).

THE joint rally is always held at a place which has interest and attractions of its own - usually a large country house and park - so that the whole family will enjoy the day. We have none of the disconsolate knots of bored wives and fractious children seen all too frequently at some autojumbles and exhibitions!

To those of you still working on your 'Flowers (and who isn't, or at least who shouldn't be?) the rally gives you an ideal opportunity to compare cars to see what goes where and what types of finish look best. Do not worry if you think that your car is not presentable; although we do have concours judging, it is rarely taken seriously (except by some who shall remain nameless) and I think my car feels more at home among other less-than-perfect examples. We just like to see a lot of 'Flowers and their owners.

ELSEWHERE in this issue you will read of the retirement of Phil Hall, my predecessor as Chairman, because of ill health. Phil has been with the Club from the outset and has been unflagging in his enthusiasm for and promotion of the Club, even when everybody else seemed to lose heart. The value of his efforts cannot be overemphasised, and he will not easily be replaced - his dry (and sometimes not so dry) wit at committee meetings will be particularly missed. Nevertheless, we hope to see him at this year's events and are sure that he will keep a fatherly interest in the Club's activities.

I THINK it is also customary for you to be told how des-

perately we need volunteers to take on the various tasks involved in running the Club, and you probably think that it is simply the Committee crying "Wolf" yet again. Believe me, the position is serious and the wolf really is now at the door. This wolf is not so much lack of finance as lack of people willing and able to keep the Club's activities going. Unless some of you are prepared to take on some of the work I cannot see how the Club can continue in its present form.

Not only is the committee this year even smaller than usual, but it is likely to shrink further, as Terry Mills is having to give up the Treasurer's job to concentrate on his TV aerial business (we always knew he would reach great heights). Both Gus Deegan and Reg Varney have by force of circumstances (i.e. lack of anyone else available) had to take on more than it is reasonable to expect of them.

THUS, if you want spares to continue to be available for your cars, and you would like to stay in touch with other 'Flower owners, please think very carefully about whether you can offer your services to the Club. You do not need any special skills (look at the present committee!) and you will find that you learn as you go along. I certainly learned a lot both as Spares Secretary and as Treasurer, and this can be a rewarding experience.

IF you would like to have a word with me about this with absolutely no obligation (I know there is no point in press-ganging people) please write to or telephone me. I have recently moved and am now at: The Limes, Tickenham Hill, Tickenham, CLEVEDON, Avon, BS21 6SW. Telephone (7.30-10.30 p.m.) Nailsea (0272) 857845

I look forward to hearing from you!

PETER BURIDGE.



## FOR SALE

1953 Runner, 6x good tyres, skinned head, new carb., brake shoes, recon. water pump. £165. M.MOODY Tel. Bampton Castle (8993) 850605  
 1952 DFB 374 Jade Green, for restoration with orig. Log Book £80., Trailer needed for removal.  
 Tel. M.SMITH on Westbury Wilts 864919.  
 1952 MGT841 Cotman Grey, Radio, Heater, orig. Log Book, W/S Man., Stored last 14 years. £250 one. Tel. E.DAVIES Bedford 740623.  
 1953 Cotman Grey, 54,000 miles from new, 1981 Club Concours Winner, beautifully original throughout, stainless steel exhaust, new tyres and battery, still has original rubber mats in excellent condition, all tools, handbook, w/s man., orig. invoice etc. £1350.  
 Tel. S.LANGTON Measham 71640 or Ashby-de-la-Zouch 415909  
 1952 One owner, needs restoration. D.WILLIAMS, 17, Chestnut Drive, Malvern Wells, Worcs.  
 FLOWER in Surbiton Mr MARSHALL 01-399-3398

### BITS AND PIECES

SPARES- Engine, gearbox, back axle, front suspension 4 Wheels, prop shaft, rad, 2 head gasket sets, spare wheel carrier, rear springs, brackets various. Will sell as 1 lot or separate. Tel. M.SMITH Westbury Wilts 864919  
 103388 Idler arm £5, 100460 Oil pump (Hoburn Eaton) £15, 102201 Bracket £3, 103409 Wire strap c/w bush £10, 101227 Kick plate 2 of £8. C.STUBBS, Belair, Allenby Cres, Fotherby, Louth, Lincs, LN11 OJU HANDBOOK 1951-2 1st edition, D.SWIFT 051-638-4053 COMPLETE but dismantled engine £80. 2 Rad grilles in need of rechrome. D.MASON Kennilworth 53623.

## Letter

Dear Gus,

YOU may recall that I sent in a short screed early in 1981 prior to my trip back to the U.K. and dealt mainly with my disappointment at missing the Annual Rally by a few days, reference Spring 81 Flower Power—"I must have killed a Chinaman".

WELL, that holiday is far behind us now and we have been back in Tasmania over 12 months. Although my wife and I had a terrific 4 months in the U.K. we were glad to get back to the comparative tranquility of Tassie which has a land area approximately the size of Scotland but with a population of under half a million. We covered about 4000 miles touring around in my brother-in-law's Datsun 120Y which proved very reliable and adequate. The main trouble was trusting my memory as to how roads used to be, but of course major changes had taken place in our sixteen years absence. Small country towns had shot up into satellite towns. Signposting also was quite confusing at times, especially at roundabouts.

I especially enjoyed visits to the National Motor Museum, Broughton-on-the-Water car museum and the South West Classic Car Show. At the latter the club had a stand presenting two very good Mayflowers and it was good to meet a few fellow club members. I had quite a chat with Phil Hall and was quite surprised to discover that he didn't have a car let alone a Mayflower. Pleased to read Phil that you are now our chairman and hope that your health problem is now behind you. I for one really appreciate the work put in by the committee and only wish I was in a position to participate in club activities and events. So come on you U.K. members, your club deserves better support.

THE Tasmanian Triumph Owners Club was formed here about twelve months ago so I became a member. I believe I am the only Mayflower owner at present but unfortunately I have been unable to take it along to meetings because it is still in my garage awaiting restoration. I'm afraid other commitments smother my enthusiasm to get stuck into it. Meanwhile I keep my eyes open for spare parts etc. I picked up a spare engine and other sundry items, including a bonnet emblem for £10 (approx £6) and I have a complete Mayflower to check out soon. The chap who sold me the engine told me an interesting story. On a trip to the U.K. he visited the Triumph Service Dept. (he owned a TR6) and got talking about the difficulty a mechanic in Tassie had had trying to remove a Mayflower cylinder head, evidently it was eventually given up as a bad job. Well the U.K. mechanic said that one way was to suspend the engine from a tree and let the weight of the engine do the work. Has anyone else heard of this "trick" or wasn't he being "fair dinkum" as we say out here. I would be interested to read in Flower Power the recognised method for this task because I will be faced with the problem eventually and I understand it can be very frustrating.

I now have a good set of manuals and appreciate being able to purchase a copy of "Body and Underframe Repairs and Adjustments" through the club. However I haven't had much success in obtaining rubbers as advertised in Flower Power of Summer 1981. I have given up trying to get them through the Standard Vanguard Car Club of Australia as requested so I will have to drop a line to Reg Varney.

Yours faithfully,

Mike Scripps.

Member No 260

Tasmania.

# Rallyscene

JUNE 25th

Oathall School HISTORIC and CLASSIC CAR SHOW  
Appledore Gardens, Haywards Heath, Sussex.

JUNE 26th

Practical Classics Bromley Pageant of Motoring.  
Norman Park, Bromley, Kent.

The Bromley Pageant of Motoring has grown tremendously in the six years since its inception. Last year was the biggest yet, with over 1,700 vehicles participating which, to the best of our knowledge, made it the largest one-day motor event in 1982. 'Practical Classics' will again be sponsoring the show in 1983, which we hope will be the best yet.

JULY 10th

Triumph Roadster Club Annual Rally at Allesley Hotel,  
Allesley Village, 3 miles from Coventry.

JULY 17th

Our Annual Rally to be held jointly with TROC at Woburn Abbey, Woburn, Beds. Park opens at 10 am. Reduced admission for members. Please come along and support us. The house itself well deserves a visit and has a large deer park. In addition there are 40 acres of gardens and pleasure grounds, a garden centre, pottery and antiques centre with 40 shops, (each shop front has been rescued from demolition sites throughout Britain.) There are also plenty of restaurants and coffee shops. It promises to be a great day out for the family, so please try to make our one rally of the year a great day for the club by rolling out in any car available and swelling the numbers of few familiar faces.

AUGUST 7th

East Ayrshire Car Club 1983 Classic Vehicle Concours  
Culzgan Castle. Details Mrs Sinclair, 12, Scalpay Place, Kilmarnock, Ayrshire.

## SPECIAL REPORT

### BRIGHTON CLASSIC CAR SHOW 1982

THE 1982 Brighton Classic Car Show at the Hotel Metropole began for me back in August when two meetings were held in central London by representatives of six of the Standard Triumph Clubs, to discuss the possibility of having a combined stand under the S.T. heading. The six clubs were T.M.C., T.R.O.C., TR Register, Triumph Sports Six Club, Standard Motor Club and the Triumph Roadster Club, and the outcome of the meetings-at which John Cole the show organiser and Manager gave us some useful help and information, was that the six clubs would combine and display two cars each on our 70x40 feet stand.

AUGUST 13/14th

Yeovil Festival of Transport at Barwick Park, Yeovil, Somerset. Over 40,000 people are expected to attend which benefits local charity organisations. Details from S. Burridge, 9, Quarr Drive, Sherborne, Dorset.

AUGUST 27/29th

Epsom & Ewell Borough Show will include a display of classic cars. Details G. Stansfield, Borough Arts and Entertainments Officer, P.O. Box 5, Town Hall, Epsom.

AUGUST 29th

Merton Concours at Morden Park, Morden, Surrey. Apply F. Jones, 96 Hartfield Rd, Wimbledon, London, SW19 3TF

SEPTEMBER 17th

750 Motor Club North Herts Rally, Welwyn Garden City. Details A. Nartin, 49, Rowefield, Luton, Beds.

SEPTEMBER 25th

Invitation from Mrs S. Marcus of Daimler & Lanchester Owners' Club Ltd to meet on the drive in front of the Albert Memorial in Hyde Park. Details Mr Marcus, 32 Midholm, London NW11.

SEPTEMBER 24/25th

Transport Pageant, Donnington. Details G. Reid, Director General, The Transport Trust, Marylebone Station Offices, London NW1 6JR. There will be a display of yesteryear transport, a concours d'elegance, opportunities to parade around the racing circuit and commemorative plaque for all entrants.

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OUR clubs contingent consisted of John Gogay's lovely blue Flower and my own less than par black car which when integrated with two adjacent Renowns and two Roadsters made an eyecatching display at our end of the Stand.

WHEN I arrived at the stand which was on the first floor this year, - not quite so good a spot as last but we were right next to the trade stands which we picked clean of Flower and Razoredge bits, a number of the cars were being polished with some blue miracle trade car polish which John had brought along. Before long nearly all the cars on the stand were gleaming and John could almost see the bottom of what was once a gallon tin of polish!

AS usual we set up our Parasol, table, chairs, information desk etc., festooned our area with the T.M.C. and T.R.O.C. Club Banners and decorated the columns with photos, pictures, ties and general Club information before retiring to prepare for the coming three days.

THE following morning, - Friday, the show was opened by Steve Ovett and the next few days were spent meeting club members and fellow club officials, pulling the odd cork or two, giving out membership forms, selling ties and badges and ferreting around the trade stands. I managed to acquire four different original Mayflower sales leaflets, some chrome door hinges for my Renown and numerous other goodies.

FOR two evenings a party of us dined in a local restaurant while for the third evening we invaded the Hotel Carvery Restaurant where some of us with more ample frames and appetites managed to get through ten courses of food! On these occasions we were pleased to have Chris Jones of the Standard Motor Club as well as Nick and Christine Andrews, together with Ed and Daphnie Lacey, Stewart and Jennie Langton and Tom and Pat Robinson all of T.R.O.C. who joined John and Joan Gogay and myself and Janet for some often spirited conversations.

BY the time Sunday evening came around, our rubbish sacks were full, our bottles empty our stocks of leaflets and Club mags. depleted and our wallets were somewhat slimmer (I'm sure that it was the shopping trips to Brighton which caused the latter but Janet says it was all the car bits and pieces I bought at the show!).

THE general opinion of our stand was that it was very impressive from the visual aspect, - what with the chrome posts and ropes all around and the 'Standard Triumph International' banner which Martin Field of the Triumph Sports Six Club had provided but as the cars ranged from a 1930's Standard to a 1960 Triumph Vitesse it was felt by many that next time maybe the T.M.C., T.R.O.C. and T. Roadster Clubs should have a combined stand, the more sporting Sports Six, and T.R. Registers could combine and the Standard Motor Club with such a diversified range of cars would benefit from a larger single stand.

FINALLY I would like to thank John and Joan for giving their time and expense for the benefit of the Club, to Ron Hagger, and his wife who did a long stint at the information tables while Janet and I looked around to all members and friends whom we met during the show.

FOR 1983 I am hoping that Ron Hagger and Johns cars will grace our stand but as I have not yet officially asked either of them, we will have to wait and see!

M. Bath.

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ANNUAL GENERAL MEETING  
of  
TRIUMPH MAYFLOWER CLUB  
1982

At the "Two Boats Inn", Long Itchington on Sunday 17th Oct.

(1) APOLOGIES

Apologies were received from PHIL HALL.

(2) MINUTES OF 1981 A.G.M.

In the absence of the chairman these were read by Alan Fenton, Vice Chairman. Accepted by all present.

(3) MATTERS ARISING.

On the subject of Auditing the Accounts Peter Burdge stated whilst they had still not been done Mr Scott was still willing to do them for the club, gratis. Members present expressed concern, but after Peter had put forward the probable cost of engaging an Accountant the Meeting immediately accepted Peter's view that "You get what you pay for, in this case nothing" but at least there were hopeful signs.

(4) GEN AND MEMBERSHIP SEC REPORT.

The Sec gave a brief report of Events of the year particular mention of Malcolm Bath and friends efforts at the BRIGHTON CLASSIC CAR SHOW. He also informed the meeting of Phil Hall's resignation as Chairman because of serious ill health and read out a letter from Phil to the meeting. Phil was praised for his sterling work for the club and the members present wish him a speedy recovery and expressed a hope that he would still be seen at rallies and events. Reg was given the task to purchase a Cup suitably inscribed to be given to Phil as a token of thanks for his efforts in past years. The Sec then reported that the paid-up membership of the club was approx 120 with 19 new members. 50 members had not renewed their membership. The figure was approx because the subs for 82/83 had been trickling in all year and were still coming in, some even for 81/82, so that he was not sure if those outstanding members were still going

to renew. It was proposed by RON HAGGER and seconded by PETER BURDGE that only two months' grace be given for renewal so that the Sec would know who to stop sending FPs to and could also then prepare lists of up-to-date members for publication. Report and proposal passed.

(5) TREASURER'S REPORT.

Terry reported that the General Account was very healthy and that by the end of the year (Feb/Mar) we would still have in the region of two to three hundred pounds. This was a great improvement on other years, due mainly to reduced costs of producing the club's magazine. Report Passed.

(6) SPARES SECRETARY'S REPORT.

Reg reported that during the year he had bought £1822.55 worth of spares and sold £1721.96 worth to members including £679.55 worth of rubbers. Postage had been £174.28 and he had had to refund £44.65. Cash at the bank at Aug 81 had been £643.30 and was now £1297.33 (approx £700 of this owing to the rubber syndicate). Spares in stock valued at cost £3985, selling £5240.

Reg expressed annoyance at the attitude of some members who lose sight of the fact that we work in our spare time and we are not a commercial enterprise, and phone at all hours, harassing his family and DEMANDING immediate attention. So that in future he would only accept posted orders. A new parts and price list would be shortly forthcoming.

Report passed with a vote of thanks to Reg for his hard work.

(7) RALLY SECRETARY'S REPORT

In the absence of a Sec Malcolm Bath gave a report of the B.C.C. Show and then gave details of TROC's 83 Annual Rally. It was agreed to once again hold our Annual Rally jointly with TROC at Woburn Abbey on July 17th.

At Malcolm's suggestion of further joint ventures Ron Hagger said he'd be willing to attend.

(8) MAGAZINE EDITOR.

Gus agreed to print a list of members in the FP if the Mem Sec would compile one.

Malcolm expressed the view that the Mag was too ambitious for the size of the club, he mentioned the

Razoredge mag with it's simple format and low costs. It was pointed out that their costs were lower because their printing was done unofficially with a small backhander as payment and it was explained that the layout cost the club nothing and that the slight reduction in word size reduced printing costs as borne out by the healthy state of the General Account.

(9) MEMBERSHIP SUBSCRIPTION RATES

Proposed by Peter Burdge, seconded by Ron Hagger that the membership fees be increased to £7 for UK and £8 for overseas. Carried.

(10) ELECTION OF OFFICERS

The following were elected to serve the club for 1982-83

Chairman	Peter Burdge
Vice Chairman	Alan Fenton
Hon Gen & Mem Sec	Gus Deegan
Hon Treasurer	Terry Mills
Hon Rally Sec	Malcolm Bath
Hon Spares Sec	Reg Varney
Hon S/Hand Spares Sec	Vacant
Hon Archivist	Alan Fenton
Ordinary Member No 1	Ron Hagger
Ordinary Member No 2	Vacant
Flower Power Editor	Gus Deegan

(11) A.O.B.

Ron Hagger questioned the value of keeping on the rental of a lockup for the s/hand spares. It was felt by those present that the costs incurred by the club for the retention of the s/hand parts until someone steps forward to take on the task were justified as the loss of a considerable quantity of usable parts would be a great shame.

This concluded this business and the fifteen members present then enjoyed a good tea and natter.

FLOWERS SEEN

DANYCRAIG ESTATE Porthcawl, Car seen in garage (open) of bungalow for sale.  
CONTACT A.DICKINSON of 24 Wycombe Rd, Hall Green, Birmingham, B28 9EL, who has seen a dumped flower in the south of Sheffield, for more details.

MEMBERS IN THE U.K.

80 R	179
401	381
37 N	262
K	211
21 M	230
110	355
356	381
387	49
70 IH	
378	352
C	26
213	299
249	101
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OVERSEAS MEMBERS

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PLEASE NOTE that owing to the amount of copy and the lateness of this issue that the next installment of the Repair Manual will arrive with the Summer FP. Ed.